



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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## SCENES AT NORTH WILKESBORO MEETING



Shown above are (top) a group of veteran Eighth Division highway employes who have served with the Commission for 25 years. Although he is not an Eighth Division employe, Chief Highway Engineer W. Vance Baise, who began his highway work in 1921, is included in the group. Also shown are (bottom) former Eighth Division Commissioners Gordon Hahkett and Ed Allen, with Raymond Smith of Mt. Airy, the present commissioner for the Eighth Division.

## Division Meeting At North Wilkesboro Attended By More Than 700 Employees

North Wilkesboro—At a division-wide meeting held here November 20, more than 700 persons assembled to hear speeches by highway officials, participate in the awarding of service buttons to 117 employes, and eat a barbecue supper sponsored by Division Engineer Z. V. Stewart.

Speaking before the group here, Chief Highway Engineer W. Vance Baise told the men that "I think that you have done a swell job this year," and urged that they continue their efforts, both in actual field work and in promoting better

public relations. During the year, he said, between 1,300 and 1,400 miles of secondary roads had been constructed.

Administrative Assistant W. H. Rogers Jr. also praised the group of men for their record of road work accomplished during 1947, and asserted that policy of the Highway Commission was to recognize exceptional effort with promotions and salary consideration, whenever possible.

Besides the speeches made by Baise and Rogers, informal re-

(Continued on page three)

## West Asheville Bridge Plans Considered; Preliminary Report On Traffic Released

### Dodge Report Shows Decrease In Number Of Serious Accidents

Raleigh — Reporting a trend away from serious accidents of all types, Safety Director James P. Dodge has estimated total accidents involving highway personnel during the month of October at 102, a reduction of 24 over the record of accidents for September.

"Fifty per cent of all injuries," Dodge states in his report, "arose from handling, using or striking against objects. Operation of motor vehicles as a cause came down by 90 per cent. There was a considerable reduction in injuries caused by poison ivy, hot substances and operation of machines. Burns, fractures, and infections were only half those sustained in September. A remarkable reduction in eye injuries is noted since only one case was listed, as against 15 reported last month."

Commenting on the comparative standings of the divisions, Dodge states: "The Third Division stands at the top for the month of October. It was among the six divisions reporting no lost time. The Seventh Division reported only four accidents, the least of any unit. Two field units, the Third Division and the Ninth Division, have gone two months without a disabling injury." Causes of accidents were: handling

(Continued on page four)

Asheville—Progress toward construction of a new West Asheville bridge over the French Broad River here has moved a step nearer with receipt of revised plans for the structure and a preliminary report on the recent origin-destination survey conducted here last summer.

Cost of the proposed bridge, according to plans now contemplated, will be approximately \$1,500,000.00. Plans call for a four-lane bridge with 48-foot roadway and two six-foot sidewalks. As the plans are now set up, the Asheville approach will be near the intersection of Haywood and Patton Avenues, and the West Asheville end will be located in the vicinity of Lucerne Avenue and Haywood Road.

According to the preliminary report recently released by the Department of Statistics and Planning of the State Highway and Public Works Commission, the origin-destination traffic survey conducted in Asheville last summer showed that "because of the congestion at the two-lane West Asheville Bridge, especially during peak hours, and because Smith and Carrier Bridges are so located as to be of little use to the major flows, the average travel speeds are unduly slow. During many hours each day, congested conditions at the West Asheville Bridge required vehicles to wait in lines over a half mile long. This bridge is on U.S. 19-23, and represents a substantial

(Continued on page two)

### PRICE TRENDS AND SUPPLY

BY R. G. KING  
Purchasing Department

According to official forecasts for 1948, inflation will continue through much, if not all, of 1948. Price trends will be firm or upward. Wage trends will be up. Costs, including the cost of living, will tend upward.

Output of goods will hold at a high rate during months ahead. Over-all output will rise slightly but will be limited in durable goods by shortages of steel. Production will stay at a rate about ninety per

(Continued on page three)

## Highway Group Gives To "Friendship Train"

Raleigh—Contributing cash, rather than staple goods, Raleigh employes of the Highway Commission added \$168.16 to the "Freedom Train" as the result of a drive headed by Maintenance Engineer B. W. Davis.

Ending November 26, the drive was conducted by volunteer workers and included participation by all of the departments of the Highway Commission in Raleigh. In addition to official participation through the Highway Commission offices, many highway employes, both in Raleigh and elsewhere in the State, made personal or group contributions to the train.

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#### A NEW SHORTAGE

With the shortage of equipment and materials still a matter of major concern to highway engineers, there comes a good indication from high Federal authorities that there will be another critical shortage this winter—that of rail transportation.

In line with this warning, which was accompanied by a request for all possible economy in the use of flat-bottomed railroad cars for hauling highway materials, the North Carolina Highway Commission is planning to use other means of transportation for essential materials, and if absolutely necessary, to curtail some highway construction.

This policy, which is the only reasonable one to follow under the circumstances, does not mean that the people of North Carolina will be deprived of necessary attention to their roads this winter. It does mean that some of the less imperative improvements and additions to the road system, now in the planning stage, may be deferred until spring.

In any case, no essential road work which may be carried out this winter will be deferred unless it is absolutely necessary. All possible efforts, however, will be made to allow the use of railroad cars for fuel rather than for highway construction materials which may be shipped in other ways. Co-operation is highly necessary between govern-

mental agencies, for the good of all concerned, but the public at large must have both adequate fuel and an adequate road system.

#### ENCOURAGING

It is decidedly encouraging to note that, according to the most recent accident report issued by Safety Director James P. Dodge, there is a steadily decreasing number of injuries sustained by field workers of the State Highway and Public Works Commission.

In addition to pointing out that there has been a reduction in the total number of accidents, Dodge also states in his report for October, the most recent month covered, that the injuries which have been sustained have not been serious in a majority of cases.

Accident prevention, as everyone realizes, cannot be carried out by a hard-and-fast set of rules, but must be accomplished through the co-operation of all workers who are subject to accidental injuries. Everlasting vigilance is the keynote of accident prevention, and must be practiced by every single highway employee if the accident record is to be continually improved. The job of the safety director is a very necessary one, but only through the co-operation of all concerned can he get results with his safety program. The latest reports on that program, however, show that he is getting co-operation and therefore, results.

#### WEST ASHEVILLE

(Continued from page one) bottleneck between the area known as West Asheville and the Central portion of Asheville proper."

"Preliminary determinations have been made," the report continues, "of a suitable location for the proposed new river bridge, these determinations involving considerations of very rough topography, grade and alignment. In substance, the location is on almost a straight line, connecting Patton Avenue with the suburban section of U.S. 19-23.

#### BUMPER CROP



#### Escapes From Prison Less Than Captures In November Period

Raleigh—Prison escapes for the month of November, totaling 21, amounted to six less than the number of recaptures for the month, State Penal Director Clyde O. Robinson has reported.

Reported for November, although their break actually occurred on October 29, was the escape of three tubercular prisoners from the North Carolina Sanatorium. The three men, Ballard Martin, Odell Holder and James A. Stephenson, took the keys from an unarmed attendant at the Sanatorium, let themselves out, stole a truck and followed an erratic trail which eventually led them to points near Asheville and beyond. At one point they abducted a filling-station operator and forced him to drive them a long distance in his own car. In Asheville, on November 10, the men were sentenced to serve 20 years each in the Federal prison in Atlanta, following their conviction on a kidnapping charge.

Escape ratings for November were:

##### Three Stars (No Escapes)

Central Prison and all others with the exception of the following.

##### Two Stars (One Escape)

Richmond 706, Duplin 305, Robeson 609, Gaston 905, Dix Hill.

##### One Star (Two Escapes)

Montgomery 705, Macon 1009, Catawba 903, Orange 507, Cary Prison Farm.

##### Non-Sear

(More Than Two Escapes)  
N. C. Sanatorium, Alamance 501.

#### Today's Chuckles

Mary: "When we get married I'm going to cook, sew, darn your socks, and lay out your pipe and slippers. What more can any man ask than that?"

John: "Nothing, unless he's evil-minded."

\* \* \*

Barber: "Was your tie red when you came in?"

Customer: "No, it wasn't."

Barber: "Gosh"

\* \* \*

Reformer: Do you approve of tight skirts?

Policeman: Naw, women oughta leave liquor alone.

\* \* \*

In the election the girl from the mountains asked for a ballot. "What party do you affiliate with?" she was asked. "Do I have to answer that?" "You do if you want a ballot." "Then I don't want no ballot because the party I affiliates with ain't divorced yet!"

\* \* \*

Curious Friend: "Why in the world did that salesgirl slap you?"

Purchasing Agent: "Darned if I know. All I did was ask her how much she would take off for cash."

\* \* \*

Parson: Hell is full of cocktails, highballs, short skirts, and two-piece bathing suits.

Voice from Gallery: Oh, death, where is thy sting?

\* \* \*

At the family dinner table, a business executive was praising the efficiency of his new secretary. In conclusion, he said: 'And she's beautiful, too . . . looks just like a doll.'

Five-year-old daughter: "Daddy, does she close her eyes when you . . . ?"

Father (interrupting): "Eat your pudding, darling!"

\* \* \*

The police had photographs of the escaped convict in six positions and sent the pictures throughout the country, asking the authorities to apprehend him. Promptly came a reply from the marshal of Hicksville Corner which read as follows: "Received the picture of criminals. Have captured five of them, and am on the trail of the sixth."

\* \* \*

"How long have you been working here?"

"Ever since the day my boss threatened to fire me."

\* \* \*

"I understand you have a divorce, Mandy. Did you get any alimony?"

"No'm, I didn't—But my husband gave me some first-class references."

## WHAT'S WRONG WITH THIS PICTURE?



NATIONAL SAFETY COUNCIL

### DIVISION MEETING

(Continued from page one) marks were made by Eighth Division Commissioner Raymond Smith of Mount Airy, and Division Engineer Stewart. Feature of the evening's entertainment was the serving of more than 700 plates of barbecue to the personnel present.

Men receiving service buttons were: Five Years—Gray M. Barneycastle, Bynum S. Creson, F. Norman Dunlap, R. L. Fulp, E. R. Robertson, J. W. Robertson, J. N. Tucker, C. F. Williams, S. P. Williams, W. R. DeJournette, P. G. Nichols, Blan Little, John H. Wall, D. D. Duncan, Dean Halsey, C. V. Jones, Archie Dancy and Eugene Hollars; Ten Years—J. S. Matthews, J. W. Seats, G. W. Southern, Joseph A. McLean, W. D. Walsh, J. W. Sanders, R. R. McKnight, A. B. Henning, M. C. Cornett, J. J. Joyce and H. L. Keller; Fifteen Years—J. I. Morris, E. W. Ashby, J. T. Christian, A. O. Craver, J. R. Flinchum, B. S. Flynn, S. V. Fulton, L. M. Graves, C. S. Hall, E. L. Hendrix, G. S. Hill, N. G. Holder, E. C. Jarvis, P. M. Jones, W. P. Lemons, W. T. Mathis, C. B. Seats, H. F. Slater, P. S. Troxler, W. S. Tucker, E. L. Vaughn, W. H. Wall, W. A. Ward, W. J. Whicker, J. W. Yates, Brady E. Joyce, Dan Osborne, J. R. Forrest, H. H. Allred,

R. F. Bauguss, T. C. Calloway, John Collins, G. J. Eller, W. C. Hall, A. L. Hollingsworth, J. B. Osborne, G. C. Phillips, W. S. Reynolds, A. F. Shore, L. B. Walsh, W. M. Carter, R. N. Colvard, H. H. Freeman, C. M. Hollar, J. G. King, D. C. Lewis, G. E. Luther, A. M. Lyals, Lester Mullis, E. C. Norris, J. H. Taylor, L. C. Hanks, J. O. Smith, Bud Flynn, G. A. Crutchfield, W. J. Burchette, Thomas Green, Reid George, J. D. Thompson, J. A. Price, S. A. Anderson, C. W. Atkins, J. T. Blackwood, M. E. Jessup, Lester Walker, A. P. Spaugh and J. S. Zimmerman; Twenty Years—J. G. Shermer, C. A. Wilkins, D. A. Wilkins, D. C. Bentley, W. L. Bolick, J. C. Martin, G. P. Price, V. C. Freeman and U. L. Sebastian; Twenty-five Years—G. F. Lawson, E. T. Moser, O. D. Bentley, J. H. Hauser, M. C. Vernon, Sam Triplett, A. G. Justus, C. A. Hayworth, Z. V. Stewart, B. A. Rainey, R. S. Cheek, J. H. Luper and J. M. York.

### PRICE TRENDS

(Continued from page one) cent above prewar 1935-1939.

Building materials are going up again to reach new peaks. Over-all construction costs have risen six per cent in the last few months, much of the increase in recent

weeks.

Nitrogen fertilizer is to be produced in supply about equal to this year. However, farmers want far more than they are getting. Output may increase in 1948 if more fertilizer is produced in former ordnance plants owned by the government, but that increase is expected to be marked for European farmers.

Automobile tires, one of several items that dropped in price during the summer of this year, seem likely to reverse their trend and head upward for a ten to fifteen per cent increase. However, the State's requirements are covered by contract with fixed prices until July 1, 1948.

Fuel outlook for homes, cars and industrial users is not very bright. An already tight supply of fuel oil is to grow much worse this winter. Some oil companies have already started rationing gasoline to dealers, and others are expecting rationing of fuel oil and gasoline in December.

Calcium chloride will be in tight supply again this winter, and it is urged that users conserve to the fullest extent. Only a few carloads can be expected from our sources of supply for the entire winter's use. Rock salt is in somewhat better supply; however, we only placed order for one car for ice and snow removal this winter.

Delivery on metal and concrete

## Graham Pledges Aid In Federal Program For Railroad Users

Raleigh—In response to requests from John R. Steelman, Assistant to the President, and officials of the Public Roads Administration, State Highway Commission Chairman A. H. Graham has stated that the Commission will hold the use of open flat-bottomed railroad cars for highway construction material to a minimum during the approaching winter, in order that such cars may be utilized for the hauling of coal.

Citing communications from Steelman and Major-General Philip B. Fleming, Administrator of the Federal Works Agency, setting forth the urgent need for open flat-bottomed cars, in addition to the ordinary coal type cars. Graham said that special requests had been made to restrict the use of the type cars ordinarily used for hauling sand, gravel and stone to a minimum. In order to comply with the request, he stated that the Highway Commission will make full use of means of transportation other than the railroads, will cut or eliminate the use of rail-hauled construction materials whenever possible, and will give primary emphasis this winter to highway projects involving grading rather than those requiring materials which are ordinarily transported by rail.

"It is our desire to cooperate fully, even though it causes a curtailment in road work," Graham stated. "We cannot ignore the urgent need for coal and it is our duty to cooperate to the fullest to alleviate suffering which would result from lack of adequate fuel. Projects calling for rail-hauled materials will be deferred whenever possible until after the critical winter weather has passed."

pipe is better at this time than in recent months. Metal pipe is being shipped in approximately thirty to forty-five days; whereas, concrete pipe ranges in delivery from seven to twenty days.

Possibly all ordering departments have orders on file that were placed in 1946 and 1947 for repair parts and equipment which have been secured from other sources, or conditions have changed so that they are no longer needed.

Any who have such orders can make a valuable contribution to all concerned if they will notify the Purchasing Department that the repair parts or equipment are not needed and to cancel any such orders.

## Concord Paper Sees Progress On Roads In Cabarrus County

Concord—Calling attention to recent progress in road work, a story which appeared recently in The Concord Tribune gives highway employees in this area credit for completing 16 new projects and asserts that "arrival of winter will find Cabarrus county roads and highways in notably improved condition."

Citing an interview with Seventh Division Engineer Lewis B. Peck, The Tribune states that the 16 new projects have been completed since spring, providing 51.5 miles of additional hard-surfaced roads in the county network. "In addition," the story continues, "the Highway Commission is constantly treating various roads in other sections of the county with sand, topsoil, and crushed stone, in an effort to relieve bad conditions until permanent improvements can be made."

"Extension of the hard surface system into several areas of the county which were formerly virtually isolated insofar as the 'farm to market' program was concerned will of great benefit to residents of the outlying sections of Cabarrus," the writer continued.

"One of the most important new road projects, in consideration of the number of persons served, is that in the Rimertown section. This includes two roads, one from the end of the pavement near St. James Catholic Church to Watts Crossroads, a distance of 5.7 miles, and the other from Mt. Pleasant to Watts Crossroads, a distance of 4.4 miles. The two links open up a large area in the northeast part of the county and give all-wearing access to Concord and Mt. Pleasant."

## Low Bids Received On Three Projects At Special Letting

Raleigh — At a special letting held November 28, low bids totaling \$63,223.85 were received on three State betterment road projects, covering 7.35 miles of bituminous surfacing in four counties.

Projects in the letting were:

### State Betterment

Cumberland — Bituminous surfacing of 2.25 miles of streets in the City of Fayetteville, Zeigler-Cline Construction Company, Fayetteville, \$16,419.75.

New Hanover—Bituminous surfacing of 4.3 miles of county roads in New Hanover County in vicinity of Wilmington and Winter Park, Towles-Cline Construction Company, Wilmington, \$35,049.60.

Nash-Edgecombe—Bituminous surfacing of 0.803 miles of streets in the City of Rocky Mount, Exum-Cline Construction Company, Rocky Mount, \$11,754.50.

## RECENTLY COMPLETED SECTION OF N.C. 18



Recently completed and now undergoing finishing touches of center lining and landscaping, the section of N.C. 18 shown here lies between North Wilkesboro and the Blue Ridge Parkway, with which it connects. Like the parkway itself, N.C. 18 is a favorite route for out-of-state tourists who visit western North Carolina for its scenic beauties.

## Thirteen Counties Included In Projects Advertised For Letting Of December 16

Raleigh — Specifications for 11 Federal-aid highway projects, covering 72 miles of roadway in 13 North Carolina counties were advertised December 2 by the State Highway and Public Works Commission in preparation for the next letting on December 16.

Estimated cost of the construction work to be included in the letting was set at \$1,558,900.00. Heaviest emphasis was placed on grading and bituminous surfacing in the counties covered in the list of projects.

Projects in the letting are:

### Federal-aid

Halifax—Grading and bituminous surfacing of 10.92 miles from a point south of Roanoke Rapids toward Colliers Fork on county road.

Jones-Lenoir — Grading, surfacing and structures of 8.99 miles on U.S. 258 from a point north of intersection with N.C. 41 at Hargetts store north toward Kinston.

Columbus—Grading, surfacing and structures of 18.17 miles from U.S. 701 in Tabor City southeast to Nakina-Dothan and from N.C. 904 east to intersection.

Columbus—Grading and surfacing of 6.18 miles from a point 2.5 miles north of Nakina south through Nakina to Bugg Hill.

Cumberland—Structures and approaches of 0.86 miles at Beaver Creek, approximately 3.9 miles west of Fayetteville.

Johnston-Nash Grading, bituminous surfacing and structures of 10.17 miles from a point on county road 1.5 miles south of Wendell to a point mile northeast of Johnston county line.

Moore — Grading, bituminous surfacing and structures of 5.61 miles from N.C. 705 in Robbins northeast to N.C. 22.

Anson—Grading and structures of 5.91 mile son N.C. 742 from a point 9.5 miles northwest of Wadesboro to a point northwest of Burnsville school.

Wilkes—Grading, bituminous surfacing and structures of 3.79 miles on N.C. 268 from a point in Wilkesboro 850 feet west of N.C. 16 and N.C. 18 west toward Patterson.

Burke — Grading, bituminous surfacing and structures of 7.12 miles from U.S. 70 in Valdese toward N.C. 18.

Rutherford-Polk—Structures for bridge over Broad River on county road 8.5 miles south of Spindale.

## DODGE REPORT

(Continued from page one)  
objects, 17; hand tools, 16; striking against objects, 3; falling objects, 8; falls of persons, 8; operation of motor vehicles, 6; operation of other vehicles, 7; operation of machines, 2; hot substances and flames, 3; poison ivy, 1; miscellaneous, 2.

## OCTOBER ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY THIS MONTH
Third Division	9	0	0.0
Seventh Division	4	0	0.0
Fifth Division	7	0	0.0
Ninth Division	9	0	0.0
Fourth Division	11	0	0.0
First Division	9	1	5.3
Eighth Division	6	1	6.0
Tenth Division	10	2	11.5
Second Division	13	2	12.44
Sixth Division	11	3	15.8
Bridge Mts. Dept.	11	3	26.0
Eleventh Division	2	0	0.0
ALL UNITS	102	12	6.4